

207355

UNION PACIFIC RAILROAD COMPANY

LAW DEPARTMENT
101 NORTH WACKER DRIVE, SUITE 1920
CHICAGO, ILLINOIS 60606
FAX NO 312-777-2065

RONALD J. CUCHNA
GENERAL SOLICITOR
312-777-2040



GEORGE H. BRANT
312-777-2051
MACK H. SHUMATE, JR.
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DANIEL R. LA FAVE
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LINDA J. COYLE
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THOMAS W. CUSHING
312-777-2053
FREDERICK P. JOHNSTON, JR.
312-777-2047

March 4, 2003

VIA U.P.S. OVERNIGHT

Surface Transportation Board
Section of Environmental Analysis
1925 "K" St., N.W., Room 504
Washington, DC 20423-0001



Attention: Victoria Rutson

RE: Proposed Abandonment Exemption of the Jamaica Industrial Lead, formerly called Lincoln Subdivision, from the BNSF connection at M.P. 56.43 to the end of the line at M.P. 57.0, a distance of 0.57 miles in Lancaster County, Nebraska; STB Docket No. AB-33 (Sub-No. 207X)

Dear Ms. Rutson:

Enclosed for filing in the above-referenced docket is the original and ten (10) copies of a Combined Environmental and Historic Report prepared pursuant to 49 C.F.R. §1105.7 and §1105.8, with a Certificate of Service, and a transmittal letter pursuant to 49 C.F.R. §1105.11.

Union Pacific anticipates filing a Petition for Exemption in this matter on or after March 25, 2003.

Sincerely,

Mack H. Shumate, Jr.
Senior General Attorney

ENTERED
Office of Proceedings

MAR - 6 2003

Part of
Public Record

Enclosures

State Clearinghouse (or alternate):

Nebraska Public Services Commission
P. O. Box 94927
Lincoln, NE 68509-4927

State Environmental Protection

Agency:

Nebraska Department of Environmental
Control
P. O. Box 98922
Lincoln, NE 68509-8922

State Coastal Zone Management Agency
(if applicable):

Not Applicable

Head of each County:

Lancaster County Commissioners
555 South 10th Street, #110
Lincoln, NE 68508-2803

Environmental Protection Agency
(regional office):

U.S. Environmental Protection Agency
Region 7
901 North 5th Street
Kansas City, KS 66101

U.S. Fish and Wildlife:

U.S. Fish & Wildlife Service
Region 6
Assistant Regional Director
Box 25486
Denver Federal Center
Denver, CO 80225

U.S. Army Corps of Engineers:

U.S. Army Engineer District - Omaha
106 South 15th Street
Omaha, NE 68102

National Park Service:

William D. Shaddox
Chief, Land Resources Division
National Park Service
Department of the Interior
1849 "C" St., N.W., #MS2540
Washington, D.C. 20240

U.S. Natural Resources Conservation
Service:

Natural Resource Conservation
Service
345 Federal Building
100 Centennial Mall North
Lincoln, NE 68508-3866

National Geodetic Survey:

National Geodetic Survey
Edward J. McKay, Chief
Spatial Reference System Division
NOAA N/NGS2
1315 E-W Highway
Silver Spring, MD 20910-3282

Other Agencies Consulted:

Nebraska State Historical Society
P. O. Box 82554
Lincoln, NE 68501

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U.S. Fish and Wildlife:

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Assistant Regional Director
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Denver Federal Center
Denver, CO 80225

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Other Agencies Consulted:

Nebraska State Historical Society
P. O. Box 82554
Lincoln, NE 68501

Re: Docket No. AB-33 (Sub-No. 207X), Union Pacific Railroad
Company - Abandonment Exemption, In Lancaster County, NE
(Jamaica Industrial Lead, formerly called Lincoln
Subdivision) from the BNSF connection at M.P. 56.43 to the
end of the line at M.P. 57.0, a distance of 0.57 miles

Dear Sirs:

On or after March 25, 2003, we expect to be filing with
the Surface Transportation Board (STB or Board) a Petition for
Exemption seeking authority to abandon and discontinue operations
over the Jamaica Industrial Lead from the BNSF connection at M.P.
56.43 to the end of the line at M.P. 57.0, a distance of 0.57
miles, in Lancaster County, Nebraska (the "Line"). The Line

traverses U. S. Postal Service Zip Codes 68508 and 68528. Attached is a Combined Environmental and Historic Report which describes the proposed action and any expected environmental and historic effects, as well as a map of the affected area.

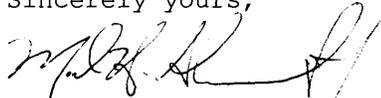
We are providing this report so that you may review the information that will form the basis for the STB's independent environmental analysis of this proceeding. If any of the information is misleading or incorrect, if you believe that pertinent information is missing, or if you have any questions about the Board's environmental review process, please contact the Section of Environmental Analysis (SEA) at the following address, and refer to the above-referenced Docket Numbers:

Surface Transportation Board
Section of Environmental Analysis (SEA)
1925 K Street, N.W., Room 504
Washington, D.C. 20423-0001
Telephone (202) 565-1545

Because the applicable statutes and regulations impose stringent deadlines for processing this action, your written comments to SEA (with a copy to our representative) would be appreciated within three weeks.

Your comments will be considered by the Board in evaluating the environmental and/or historic preservation impacts of the contemplated action. If there are any questions concerning this proposal, please contact our representative directly. UP's representative in this matter is the undersigned and may be contacted at the address and telephone number indicated on this letterhead.

Sincerely yours,



Mack H. Shumate, Jr.
Senior General Attorney

BEFORE THE
SURFACE TRANSPORTATION BOARD

Docket No. AB-33 (Sub-No. 207X)

UNION PACIFIC RAILROAD COMPANY
-- ABANDONMENT EXEMPTION --
IN LANCASTER COUNTY, NEBRASKA
(JAMAICA INDUSTRIAL LEAD)

Combined Environmental and Historic Report

UNION PACIFIC RAILROAD COMPANY
Mack H. Shumate, Jr., Senior General Attorney
101 North Wacker Drive, Room 1920
Chicago, Illinois 60606
(312) 777-2055
(312) 777-2065 FAX

Dated: March 4, 2003
Filed: March 5, 2003

BEFORE THE
SURFACE TRANSPORTATION BOARD

Docket No. AB-33 (Sub-No. 207X)

UNION PACIFIC RAILROAD COMPANY
-- ABANDONMENT EXEMPTION --
IN LANCASTER COUNTY, NEBRASKA
(JAMAICA INDUSTRIAL LEAD)

Combined Environmental and Historic Report

Union Pacific Railroad Company ("UP") submits this Combined Environmental and Historic Report pursuant to 49 C.F.R. § 1105.7(e) and 49 C.F.R. § 1105.8(d), respectively, for an exempt abandonment and discontinuance of service from the BNSF connection at M.P. 56.43 to the end of the line at M.P. 57.0, a distance of 0.57 miles, in Lancaster County, Nebraska (the "Line"). The Line traverses U. S. Postal Service Zip Codes 68508 and 68528. Note, this abandonment was originally assigned AB-33 (Sub-No. 199X) but reassigned AB-33 (Sub-No. 207X) to accommodate an adverse abandonment that was filed elsewhere on the UP Railroad system by an unrelated third person.

The applicants anticipate that a Petition For Exemption to abandon the Line will be filed at the STB on or after March 25, 2003.

A map of the Line marked **Attachment No. 1** is attached hereto and hereby made part hereof. UP's letter to federal, state and local government agencies marked **Attachment No. 2** is attached hereto and hereby made a part hereof. Responses received to UP's letters to date are attached and sequentially numbered as indicated below.

ENVIRONMENTAL REPORT
49 C.F.R. § 1105.7(e)

(1) **Proposed action and alternatives.** Describe the proposed action, including commodities transported, the planned disposition (if any) of any rail line and other structures that may be involved, and any possible changes in current operations or maintenance practices. Also describe any reasonable alternatives to the proposed action. Include a readable, detailed map and drawings clearly delineating the project.

Response: The proposed action involves the abandonment and discontinuance of service over the Jamaica Industrial Lead from the BNSF connection at M.P. 56.43 to the end of the line at M.P. 57.0, a distance of 0.57 miles, in Lancaster County, Nebraska. The sole active customer on the Line is in the time period 2000 - 2002 was Snyder Industries, P.O. Box 4583, Lincoln, NE 68504. Snyder Industries utilized a team track on the Line in 2000 and 2001. In January 2002, Snyder shifted its loading activity to a track on the Omaha, Lincoln and Beatrice Railway Company (OLB) in Lincoln, Nebraska and Union Pacific still has access to the customer via a switching agreement with BNSF and the OLB. Snyder Industries shipped 136 cars of plastic tanks, STCC 3071383, totaling 4285 tons in the year 2000; and 130 cars of plastic tanks totaling 3447 tons along with 1 car of rubber articles, STCC 3061990, totaling 72 tons in the year 2001. Due to the relocation of the sole customer to another carrier and its continuing ability to use rail service via UP, there will be no adverse shipper impact due to the proposed abandonment. Lincoln, Nebraska is served by UP, BNSF, and OLB, and is served by major highways including Interstate 80.

There appears to be no reasonable alternative to the abandonment. There will be no adverse effect on the sole shipper, and present development trends in central Lincoln, Nebraska make it unlikely that a new rail user would locate in the area of the

proposed abandonment. There is no overhead traffic on the Line. With the departure of the sole shipper, no train service is operated on the Line at present.

The Jamaica Industrial Lead was constructed in 1880 and 1884 by the Omaha & Republican Valley Railroad Company. The Line is constructed with 112, 131, and 113-pound jointed rail.

The property is not suitable for other public purposes including roads or highways, other forms of mass transportation, conservation, energy production or transmission, or recreation, as this area is adequately served by existing roads and utility lines at the present time. The plan for disposition will be to work with the City of Lincoln, Nebraska on selling the non-reversionary property to the City of Lincoln. The land proposed for abandonment is a mixture of non-reversionary and reversionary. Based on information in our possession, the Line does not contain federally granted right-of-way. Any documentation UP's possession will be made available to those requesting it.

A map of the Line is attached as **Attachment No. 1**.

(2) **Transportation system.** Describe the effects of the proposed action on regional or local transportation systems and patterns. Estimate the amount of traffic (passenger or freight) that will be diverted to other transportation systems or modes as a result of the proposed action.

Response: Given the continuation of rail service to the current customer, there should be no impact on regional or local transportation systems or patterns and there will be no diversion of freight to other modes of transportation.

(3) **Land use.** (i) Based on consultation with local and/or regional planning agencies and/or a review of the official planning documents prepared by such agencies, state whether the proposed action is consistent with existing land use plans. Describe any inconsistencies.

(ii) Based on consultation with the U.S. Soil Conservation Service, state the effect of the proposed action on any prime agricultural land.

(iii) If the action effects land or water uses within a designated coastal zone, include the coastal zone information required by § 1105.9.

(iv) If the proposed action is an abandonment, state whether or not the right-of-way is suitable for alternative public use under 49 U.S.C. § 10905 and explain why.

Response: (i) Applicants are unaware of any adverse effects on local and existing land use plans. The Lancaster County Commissioners Office has been contacted. To date no response has been received.

(ii) The United States Natural Resources Conservation Service has been contacted and states the proposed abandonment will have no effect on wetlands or prime agricultural land. The NCRS response is attached hereto as **Attachment No. 3**, and hereby made a part hereof.

(iii) Not Applicable.

(iv) Given the absence of any customer activity on the Line, abandonment will free right-of-way near the heart of Lincoln, Nebraska for desirable alternate development.

(4) **Energy.** (i) Describe the effect of the proposed action on transportation of energy resources.

(ii) Describe the effect of the proposed action on recyclable commodities.

(iii) State whether the proposed action will result in an increase or decrease in overall energy efficiency and explain why.

(iv) If the proposed action will cause diversions from rail to motor carriage of more than:

(A) 1,000 rail carloads a year, or

(B) an average of 50 rail carloads per mile per year for any part of the affected Line, quantify the resulting net change in energy consumption and show the data and methodology used to arrive at the figure given.

Response: (i) There will be no effects on the transportation of energy resources.

(ii) There are no recyclable commodities moved over the Line.

(iii) There will be no increase in energy consumption from the abandonment.

(iv)(A)(B) There will be no rail-to-motor diversion of this magnitude.

(5) **Air.** (i) If the proposed action will result in either:

(A) an increase in rail traffic of at least 100% (measured in gross ton miles annually) or an increase of at least eight trains a day on any segment of rail line affected by the proposal, or

(B) an increase in rail yard activity of at least 100% (measured by carload activity), or

(C) an average increase in truck traffic of more than 10% of the average daily traffic or 50 vehicles a day on any affected road segment, quantify the anticipated effect on air emissions. For a proposal under 49 U.S.C. § 10901 (or § 10505) to construct a new line or reinstitute service over a previously abandoned line, only the eight train a day provision in §§ (5)(i)(A) will apply.

Response: There is no such effect anticipated.

(5) **Air.** (ii) If the proposed action affects a class 1 or nonattainment area under the Clean Air Act, and will result in either:

(A) an increase in rail traffic of at least 50% (measured in gross ton miles annually) or an increase of at least three trains a day on any segment of rail line, or

(B) an increase in rail yard activity of at least 20% (measured by carload activity), or

(C) an average increase in truck traffic of more than 10% of the average daily traffic or 50 vehicles a day on a given road segment, then state whether any expected increased emissions are within the parameters established by the State Implementation Plan. However, for a rail construction under 49 U.S.C. § 10901 (or 49

U.S.C. § 10505), or a case involving the reinstatement of service over a previously abandoned line, only the three train a day threshold in this item shall apply.

Response: There will be no increase in rail traffic, rail yard activity, or truck traffic as a result of the proposed action.

(5) **Air.** (iii) If transportation of ozone depleting materials (such as nitrogen oxide and freon) is contemplated, identify: the materials and quantity; the frequency of service; safety practices (including any speed restrictions); the applicant's safety record (to the extent available) on derailments, accidents and spills; contingency plans to deal with accidental spills; and the likelihood of an accidental release of ozone depleting materials in the event of a collision or derailment.

Response: The proposed action will not affect the transportation of ozone depleting materials.

(6) **Noise.** If any of the thresholds identified in item (5)(i) of this section are surpassed, state whether the proposed action will cause:

(i) an incremental increase in noise levels of three decibels Ldn or more or

(ii) an increase to a noise level of 65 decibels Ldn or greater. If so, identify sensitive receptors (e.g., schools, libraries, hospitals, residences, retirement communities, and nursing homes) in the project area and quantify the noise increase for these receptors if the thresholds are surpassed.

Response: Not applicable.

(7) **Safety.** (i) Describe any effects of the proposed action on public health and safety (including vehicle delay time at railroad grade crossings).

(ii) If hazardous materials are expected to be transported, identify: the materials and quantity; the frequency of service; whether chemicals are being transported that, if mixed, could react to form more hazardous compounds; safety practices (including any speed restrictions); the applicant's safety record (to the extent available) on derailments, accidents and hazardous spills; the contingency plans to deal with accidental spills; and the likelihood of an accidental release of hazardous materials.

(iii) If there are any known hazardous waste sites or sites where there have been known hazardous materials spills on the right-of-way, identify the location of those sites and the types of hazardous materials involved.

Response: (i) The proposed action will have no detrimental effects on public health and safety.

(ii) The proposed action will not affect the transportation of hazardous materials.

(iii) There are no known hazardous material waste sites or sites where known hazardous material spills have occurred on or along the subject right-of-way.

(8) **Biological resources.** (i) Based on consultation with the U.S. Fish and Wildlife Service, state whether the proposed action is likely to adversely affect endangered or threatened species or areas designated as a critical habitat, and if so, describe the effects.

(ii) State whether wildlife sanctuaries or refuges, National or State parks or forests will be affected, and describe any effects.

Response: (i) The U. S. Fish and Wildlife Service has been contacted. To date we have received no response.

(ii) Applicants are not aware of any wildlife sanctuaries or refuges, or of any National or State parks or forests, that will be affected by the proposed abandonment.

(9) **Water.** (i) Based on consultation with State water quality officials, state whether the proposed action is consistent with applicable Federal, State or local water quality standards. Describe any inconsistencies.

(ii) Based on consultation with the U.S. Army Corps of Engineers, state whether permits under section 404 of the Clean Water Act (33 U.S.C. § 1344) are required for the proposed action and whether any designated wetlands or 100-year flood plains will be affected. Describe the effects.

(iii) State whether permits under section 402 of the Clean Water Act (33 U.S.C. § 1342) are required for the proposed action. (Applicants should contact the U.S. Environmental Protection Agency or the state environmental protection or equivalent agency if they are unsure whether such permits are required.)

Response: (i) The Nebraska Department of Environmental Control has been contacted. To date the applicants have received no response.

(ii) The U.S. Army Corps of Engineers has been contacted. To date no response has been received.

(iii) It is not anticipated there will be any requirements for Section 402 permits.

(10) **Proposed Mitigation.** Describe any actions that are proposed to mitigate adverse environmental impacts, indicating why the proposed mitigation is appropriate.

Response: There are no known adverse environmental impacts.

HISTORIC REPORT
49 C.F.R. § 1105.8(d)

(1) A U.S.G.S. topographic map (or an alternate map drawn to scale and sufficiently detailed to show buildings and other structures in the vicinity of the proposed action) showing the location of the proposed action, and the locations and approximate dimensions of railroad structures that are 50 years old or older and are part of the proposed action:

Response: See Attachment No. 1.

(2) A written description of the right-of-way (including approximate widths to the extent known), and the topography and urban and/or rural characteristics of the surrounding area:

Response: The right-of-way is typically 100 feet in width and level. The property to the northeast is an open wooded area with some wetlands. Property to the northwest is industrial and some wetland areas. The UP Line crosses over Salt Creek near the north end of the proposed abandonment.

(3) Good quality photographs (actual photographic prints, not photocopies) of railroad structures on the property that are 50 years old or older and of the immediately surrounding area:

Response: The Nebraska State Historical Society Office was provided with photographs of the railroad bridge at Milepost 56.60. A copy of the letter to the Historical

Society and pictures are attached hereto as **Attachment No. 4**, and hereby made a part hereof. The Historical Society's response is attached hereto as **Attachment No. 5**, and hereby made a part hereof.

(4) The date(s) of construction of the structure(s), and the date(s) and extent of any major alterations to the extent such information is known:

Response: The bridges and their dates of construction are listed on the map, **Attachment No. 1**, and in the letter, **Attachment No 4**.

(5) A brief narrative history of carrier operations in the area, and an explanation of what, if any, changes are contemplated as a result of the proposed action:

Response: See the preceding pages for a brief history and description of carrier operations.

(6) A brief summary of documents in the carrier's possession, such as engineering drawings, that might be useful in documenting a structure that is found to be historic:

Response: Not applicable.

(7) An opinion (based on readily available information in the railroad's possession) as to whether the site and/or structures meet the criteria for listing on the National Register of Historic Places (36 C.F.R. § 60.4), and whether there is a likelihood of archeological resources or any other previously unknown historic properties in the project area, and the basis for these opinions (including any consultations with the State Historic Preservation Office, local historical societies or universities):

Response: At this time, UP knows of no historic sites or structures or archeological resources on the Line or in the project area. UP believes that there is nothing in the scope of the project that merits historical comment and that any archeological sites within the scope of the right-of-way would have previously been disturbed during the construction of the Line.

(8) A description (based on readily available information in the railroad's possession) of any known prior subsurface ground disturbance or fill, environmental conditions (naturally occurring or manmade) that might affect the archeological recovery

of resources (such as swampy conditions or the presence of toxic wastes), and the surrounding terrain:

Response: Applicants do not have any such readily available information.

(9) Within 30 days of receipt of the historic report, the State Historic Preservation Officer may request the following additional information regarding specified nonrailroad owned properties or group of properties immediately adjacent to the railroad right-of-way. Photographs of specified properties that can be readily seen from the railroad right-of-way (or other public rights-of-way adjacent to the property) and a written description of any previously discovered archeological sites, identifying the locations and type of the site (i.e., prehistoric or native American):

Response: Not applicable.

Dated this 4th day of March, 2003.

Respectfully submitted,

UNION PACIFIC RAILROAD COMPANY



Mack H. Shumate, Jr.
Senior General Attorney
101 North Wacker Drive, Room 1920
Chicago, Illinois 60606
(312) 777-2055
(312) 777-2065 FAX

CERTIFICATE OF SERVICE
OF THE
COMBINED ENVIRONMENTAL AND HISTORIC REPORT

The undersigned hereby certifies that a copy of the foregoing Combined Environmental and Historic Report in Docket No. AB-33 (Sub-No. 207X) for the Jamaica Industrial Lead in Lancaster County, Nebraska was served by first class mail on the 4th day of March, 2003 on the following:

State Clearinghouse (or alternate):

Nebraska Public Services Commission
P. O. Box 94927
Lincoln, NE 68509-4927

State Environmental Protection Agency:

Nebraska Department of Environmental Control
P. O. Box 98922
Lincoln, NE 68509-8922

**State Coastal Zone Management Agency
(if applicable):**

Not Applicable

Head of each County:

Lancaster County Commissioners
555 South 10th Street, #110
Lincoln, NE 68508-2803

**Environmental Protection Agency
(regional office):**

U.S. Environmental Protection Agency
Region 7
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Kansas City, KS 66101

U.S. Fish and Wildlife:

U.S. Fish & Wildlife Service, Region 6
Assistant Regional Director
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Denver Federal Center
Denver, CO 80225

U.S. Army Corps of Engineers:

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National Park Service
Department of the Interior
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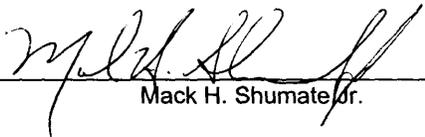
National Geodetic Survey:

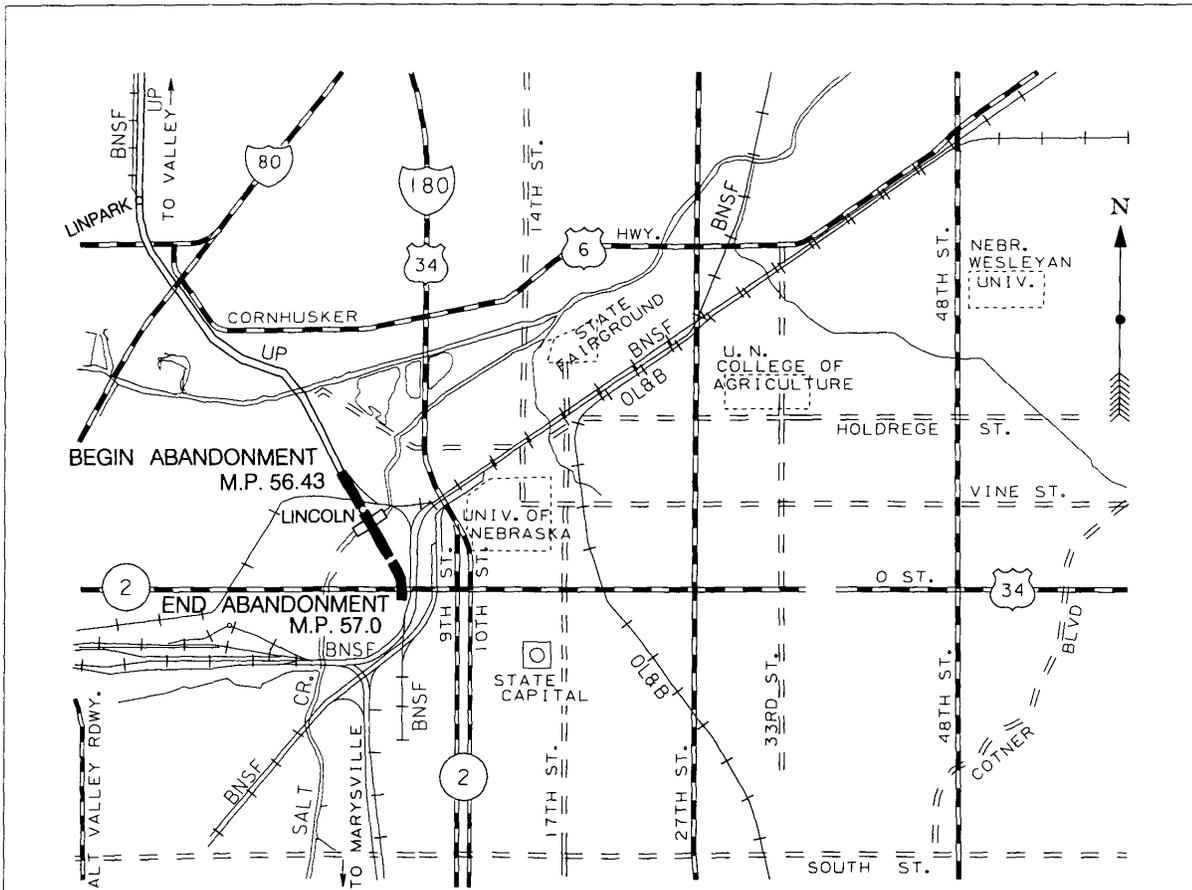
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Spatial Reference System Division
NOAA N/NGS2
1315 E-W Highway
Silver Spring, MD 20910-3282

Other Agencies Consulted:

Nebraska State Historical Society
P. O. Box 82554
Lincoln, NE 68501

Dated this 4th day of March, 2003


Mack H. Shumate Jr.



NEBRASKA
LANCASTER CO.

JAMAICA INDUSTRIAL LEAD

MP 56.43 TO MP 57.0
JAMAICA INDUSTRIAL LEAD - A TOTAL OF 0.57 MILES
IN LANCASTER COUNTY, NEBRASKA

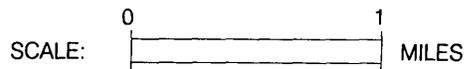
BRIDGE NO.	BRIDGE TYPE	TOTAL LENGTH	DATE
56.60	1- 110' Thru Truss (8 span TPT approach)	110'	1899

STATION	MILE POST	AGENCY
LINCOLN	56.50	NO

LEGEND

- UPRR LINES TO BE ABANDONED
- OTHER UPRR LINES
- OTHER RAILROADS
- 50+ YEAR OLD STRUCTURES
- PRINCIPAL HIGHWAYS
- OTHER ROADS

UNION PACIFIC RAILROAD CO.
JAMAICA INDUSTRIAL LEAD
INCL. 50+ YEAR OLD STRUCTURES



CHARLES W. SAYLORS
DIRECTOR-LEGAL SUPPORT SERVICES

UNION PACIFIC RAILROAD COMPANY

1416 DODGE STREET
OMAHA, NEBRASKA 68179
(402) 271-4861



January 10, 2003

State Clearinghouse (or alternate):

Nebraska Public Services Commission
P. O. Box 94927
Lincoln, NE 68509-4927

State Environmental Protection Agency:

Nebraska Department of Environmental Control
P. O. Box 98922
Lincoln, NE 68509-8922

State Coastal Zone Management Agency

(if applicable):

Not Applicable

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U.S. Fish and Wildlife:

U.S. Fish & Wildlife Service, Region 6
Assistant Regional Director
Box 25486
Denver Federal Center
Denver, CO 80225

U.S. Army Corps of Engineers:

U.S. Army Engineer District - Omaha
106 South 15th Street
Omaha, NE 68102

National Park Service:

William D. Shaddox
Chief, Land Resources Division
National Park Service
800 North Capitol Street, NE., Room 500
Washington, D.C. 20002

U.S. Natural Resources Conservation Service:

Natural Resource Conservation Service
345 Federal Building
100 Centennial Mall North
Lincoln, NE 68508-3866

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Other Agencies Consulted:

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P. O. Box 82554
Lincoln, NE 68501

Re: Proposed Abandonment of the Lincoln Subdivision from the BNSF connection at M. P. 56.43 to the end of the line at M. P. 57.0, a distance of .057 miles in Lincoln, Lancaster County, Nebraska; STB Docket No. AB-33 (Sub-No. 199x)

Dear Sirs:

Union Pacific Railroad Company plans to request authority from the Surface Transportation Board (STB) to abandon and discontinue service on the Lincoln Subdivision from the BNSF connection at M. P. 56.43 to the end of the line at M. P. 57.0, a distance of .057 miles in Lincoln, Lancaster County, Nebraska. A map of the proposed track abandonment shown in black is attached.

Pursuant to the STB's regulations at 49 C.F.R. Part 1152, and the environmental regulations at 40 C.F. R. Part 1105.7, this is to request your assistance in identifying any potential effects of this action as indicated in the paragraphs below. We do not anticipate any adverse environmental impacts; however, if you identify any adverse environmental impacts, describe any actions that are proposed in order to mitigate the environmental impacts. Please provide us with a written response that can be included in an Environmental Report, which will be sent to the STB.

LOCAL AND/OR REGIONAL PLANNING AGENCIES. State whether the proposed action is consistent with existing land use plans. Describe any inconsistencies.

U. S. SOIL CONSERVATION SERVICE. State the effect of the proposed action on any prime agricultural land.

U. S. FISH AND WILDLIFE SERVICE (And State Game And Parks Commission, If Addressed). State (1) whether the proposed action is likely to adversely affect endangered or threatened species or areas designated as a critical habitat, and if so, describe the effects, and, (2) whether wildlife sanctuaries or refuges, National or State parks or forests will be affected, and describe any effects.

STATE WATER QUALITY OFFICIALS. State whether the proposed action is consistent with applicable Federal, State or Local water quality standards. Describe any inconsistencies.

U. S. ARMY CORPS OF ENGINEERS. State (1) whether permits under Section 404 of the Clean Water Act (33 U.S. C. § 1344) are required for the proposed action and (2) whether any designated wetlands or 100-year flood plains will be affected. Describe the effects.

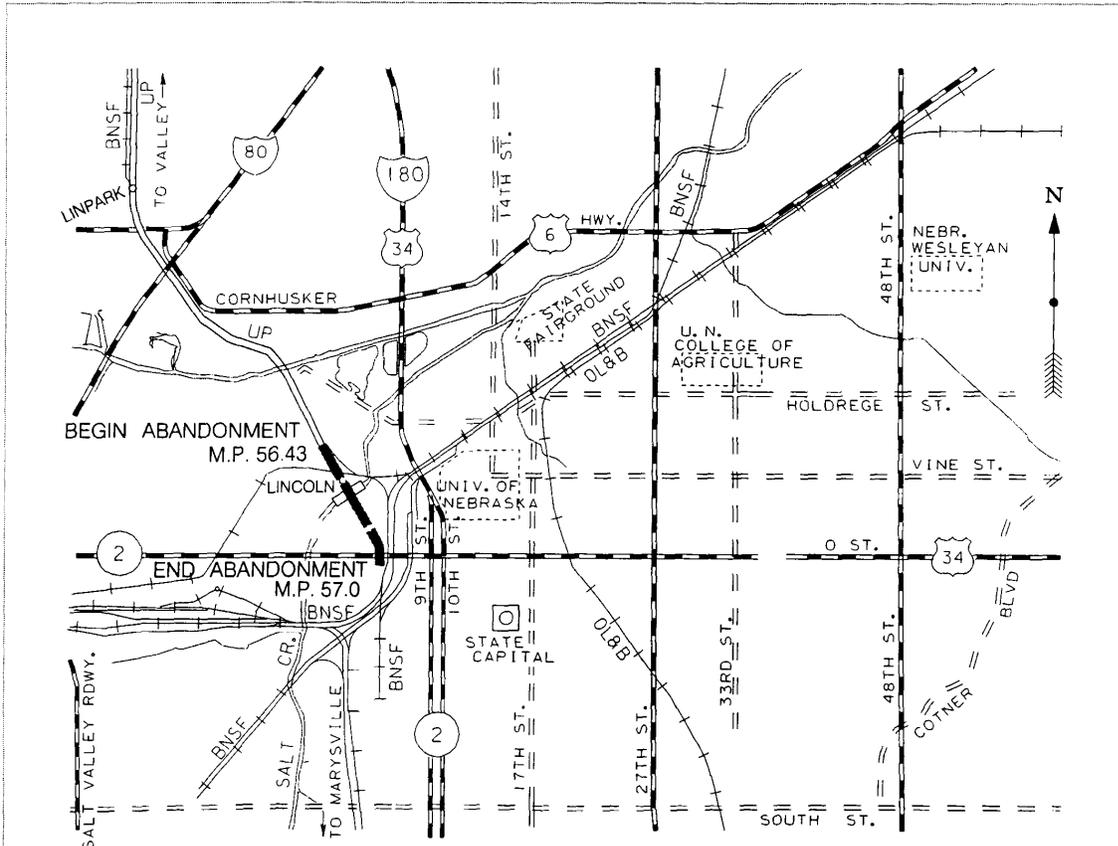
U. S. ENVIRONMENTAL PROTECTION AGENCY AND STATE ENVIRONMENTAL PROTECTION (OR EQUIVALENT AGENCY). (1) Identify any potential effects on the surrounding area, (2) identify the location of hazardous waste sites and known hazardous material spills on the right-of-way and list the types of hazardous materials involved, and (3) state whether permits under Section 402 of the Clean Water Act (33 U.S.C. § 1342) are required for the proposed action.

Thank you for your assistance. Please send your reply to Union Pacific Railroad, Mr. Chuck Saylor, 1416 Dodge Street, Room 830, Omaha, NE, 68179. If you need further information, please contact me at (402) 271-4861.

Yours truly,

Charles W. Saylor
Charles W. Saylor

Attachment



NEBRASKA
LANCASTER CO.

LINCOLN SUBDIVISION

MP 56.43 TO MP 57.0
LINCOLN SUBDIVISION - A TOTAL OF 0.57 MILES
IN LANCASTER COUNTY, NEBRASKA

BRIDGE NO.	BRIDGE TYPE	TOTAL LENGTH	DATE
56.60	1 - 110' Thru Truss (8 span TPT approach)	110'	1899

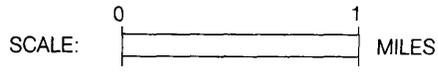
STATION	MILE POST	AGENCY
LINCOLN	56.50	NO

LEGEND

- UPRR LINES TO BE ABANDONED
- OTHER UPRR LINES
- OTHER RAILROADS
- 50+ YEAR OLD STRUCTURES
- PRINCIPAL HIGHWAYS
- OTHER ROADS

UNION PACIFIC RAILROAD CO.
LINCOLN SUBDIVISION

INCL. 50+ YEAR OLD STRUCTURES



CHARLES W. SAYLORS
DIRECTOR-LEGAL SUPPORT SERVICES

UNION PACIFIC RAILROAD COMPANY

1416 DODGE STREET
OMAHA, NEBRASKA 68179
(402) 271-4861

USDA
NATURAL RESOURCES
CONSERVATION SERVICE



Project as described will have NO EFFECT on
lands or waters of the National
Wildlife Refuge System. PLEASE
PLEASE SUBMIT PLANS FOR

January 10, 2003

[Signature] JAN 21 2003
State Conservationist Date

State Clearinghouse (or alternate):
Nebraska Public Services Commission
P. O. Box 94927
Lincoln, NE 68509-4927

U.S. Army Corps of Engineers:
U.S. Army Engineer District - Omaha
106 South 15th Street
Omaha, NE 68102

State Environmental Protection Agency:
Nebraska Department of Environmental Control
P. O. Box 98922
Lincoln, NE 68509-8922

National Park Service:
William D. Shaddox
Chief, Land Resources Division
National Park Service
800 North Capitol Street, NE., Room 500
Washington, D.C. 20002

**State Coastal Zone Management Agency
(if applicable):**
Not Applicable

U.S. Natural Resources Conservation Service:
Natural Resource Conservation Service
345 Federal Building
100 Centennial Mall North
Lincoln, NE 68508-3866

Head of each County:
Lancaster County Commissioners
555 South 10th Street, #110
Lincoln, NE 68508-2803

National Geodetic Survey:
National Geodetic Survey
Edward J. McKay, Chief
Spatial Reference System Division
NOAA N/NGS2
1315 E-W Highway
Silver Spring, MD 20910-3282

**Environmental Protection Agency
(regional office):**
U.S. Environmental Protection Agency
Region 7
901 North 5th Street
Kansas City, KS 66101

Other Agencies Consulted:
Nebraska State Historical Society
P. O. Box 82554
Lincoln, NE 68501

U.S. Fish and Wildlife:
U.S. Fish & Wildlife Service, Region 6
Assistant Regional Director
Box 25486
Denver Federal Center
Denver, CO 80225

Re: Proposed Abandonment of the Lincoln Subdivision from the BNSF connection
at M. P. 56.43 to the end of the line at M. P. 57.0, a distance of .057 miles in
Lincoln, Lancaster County, Nebraska; STB Docket No. AB-33 (Sub-No. 199x)

Dear Sirs:

JAN 13 2003

CHARLES W. SAYLORS
DIRECTOR-LEGAL SUPPORT SERVICES

UNION PACIFIC RAILROAD COMPANY

1416 DODGE STREET
OMAHA, NEBRASKA 68179
(402) 271-4861



January 10, 2003

Nebraska State Historical Society
P. O. Box 82554
Lincoln, NE 68501

RE: Proposed Abandonment of the Lincoln Subdivision from the BNSF connection at M. P. 56.43 to the end of the line at M. P. 57.0, a distance of .057 miles in Lincoln, Lancaster County, Nebraska; STB Docket No. AB-33 (Sub-No. 199x)

Dear Sir:

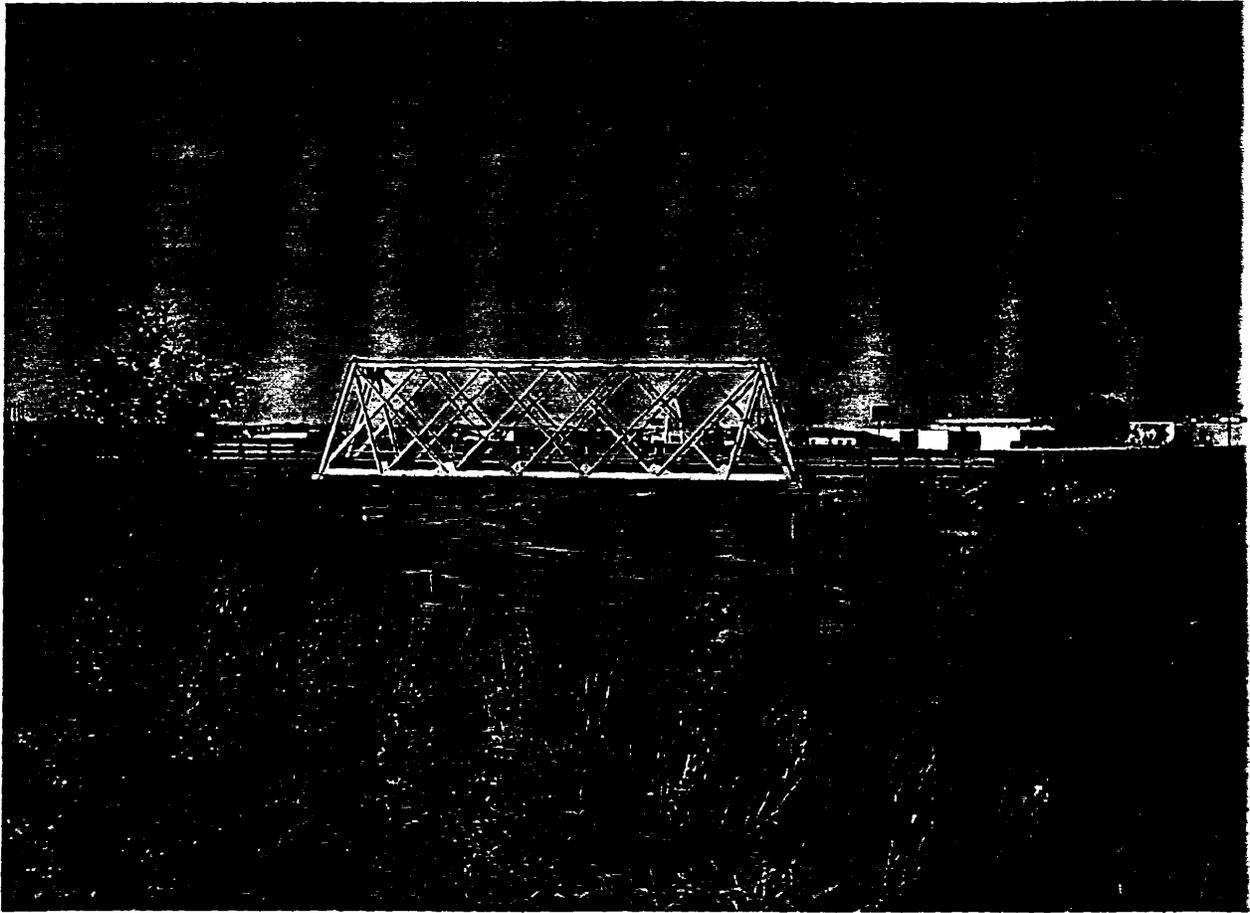
Enclosed for your review are two photographs of the bridge located on the Lincoln Subdivision which is 50 years or older. The bridge is described as follows:

<u>Milepost</u>	<u>Description</u>	<u>Year Constructed</u>
56.60	Through Truss (8 span TPT approach) Total Length: 110 Feet	1921

Please advise if you believe there is any historical significance to the bridge.
Thank you for your assistance.

Sincerely,

Charles W. Saylor
Charles W. Saylor
(402) 271-4861







NEBRASKA STATE HISTORICAL SOCIETY
1500 R STREET, P.O. BOX 82554, LINCOLN, NE 68501-2554
(402) 471-3270 Fax: (402) 471-3100 1-800-833-6747 www.nebraskahistory.org

January 21, 2003

Charles W. Saylor
Union Pacific Railroad Company
1416 Dodge Street
Omaha, NE 68179

RE: STB Docket No. AB-33 (Sub-No. 199x), Lancaster County, Nebraska
HP #0301-049-01

Dear Mr. Saylor:

Thank you for submitting the referenced project proposal for our review and comment. Our comment on this project and its potential to affect historic properties is required by Section 106 of the National Historic Preservation Act of 1966, as amended, and implementing regulations 36 CFR Part 800.

Given the information provided, in our opinion there will be no historic properties affected by the project as proposed. Therefore, in accordance with 36 CFR 800.4(d)(1), you may proceed with the project as planned. Should any changes in the project be made or in the type of funding or assistance provided through federal or state agencies, please notify this office of the changes before further project planning continues.

Please retain this correspondence and your documented finding in order to show compliance with Section 106 of the National Historic Preservation act, as amended. If you have any questions, please do not hesitate to call Greg Miller at 402/471-4775.

Sincerely,

L. Robert Puschendorf
Deputy State Historic Preservation Officer
Nebraska State Historic Preservation Office